SECRETARY HERBERT'S PLANS FOR INCREASING THE NAVY.

He Recommends That Its Battle Ships Be Planned for a Deep-Lond Draught of Not More Than 28 Feet-Twelve Torpedo Boats Also Recommended-The Progress Made In the Upbuilding of the Navy.

WASHINGTON, Dec. 5 .- Secretary Herbert in his annual report asks Congress at the coming session to authorize three light draught battle ships and twelve torpedo boats. He recommends that the battle ships be planned for an extreme deep load draught of not more than 23 feet and suggests that considerations of strategy

750,000 each. The act also provided that the contracts for the construction of these vessels should be made on or before Oct. S. 1895. Anticipating the passage of ouch an act, I had appointed a special board, consisting of Rear Admiral J. G. Walkford, Commodere R. L. Phythian, Chief Engineer Edward Furmer, Capt. George C. Remey, Navai Constructor J. J. Woodward, and Liout. S. A. Staunton, to investigate the questions of general outlines and arrangement and distribution of battery. This board, on May 18, 1896, submitted a report in which, among other things, it recommended that the principal battery should consist of four 13-inch guns, mounted in two turrets in pairs, these turrets to be placed as close to each other as the general arrangement of the ship would permit. The Board also recommended an auxiliary battery of fourteen rapid-fired-inch guns, ten on the main deck and four on the upper deck, all protected by d-inch armor, and the omission of S-inch turrets. The aubstantial features of the recommendations of Admiral Walker's Board having been approved, instructions were given to the Bureau of Construction and Resair to prepare specific plans. The work was immediately taken in hand and prosecuted with unusual vigor, so that, although the contracts were to be signed on or before Oct. S. It was found nossible to issue a circuiar defining the chief characteristics of the vessels in ample time to enable prospective bidders to prepare their estimates.

"In compliance with the terms of the advertisement, bids for the construction of these vessels were opened at the Navy Department on Sept. 16, and contracts were awarded to the lowest bidders as follows: Illipois, to the New-

The combinance with the terms of the advertisement, buts for the construction of these vessels were opened at the Navy Department on Sept. 18, and contracts were awarded to the lowest bidders as follows: Hilpots, to the Newport News Singbuilding and Dry Dork Company of Newport News, Va., at \$2,555,000: Alabama, to William Cramp & Sons, Philadelphia, at \$2,050,000: Wisconsin, to the Union Iron Works of San Francisco at \$2,074,050. These vessels are to be completed each within three years from date of signling of contract.

"The act making appropriations for the naval service for the fiscal year ending June 50, 1867, also made provisions for three tortecto boats, to cost in all not exceeding \$500,000, and not to exceeding \$500,000, and not to exceeding \$500,000, and to have the highest practicable steed for vessels of their class. In inviting propo als for the 30-knot torpedo boats, it was deemed advisable, in view of the very high speed to be obtained, to leave contractors as much latitude as possible, and for this reason the department did not prepare designs for these vessels, exacting only the most general requirements, and leaving the details of designs entirely in the hands of prospective bidders. In view of the unusual character of the vessels some difficulty was experienced in deciding among the several proposed upon the types which would be of greatest service to our navy, taking into consideration the geographical and bydrographic conditions involved in all schemes for our coast defence. The various technical questions involved were submitted to the chiefs of the Bureaus of Construction. Steam Engineering, and Ordenance, and after full consideration of the merits of bids and plans, the department finally decided to award two of the boats to the Bath Iron Works at their bid of \$194,000 each and the other to the Union Iron Works at their hid of \$227,500. These boats are to be completed within eighteen months of date of signing the contracts, Oct. 5, 1810.

"For the 20-knot torpedo boats the department pre

building that vessel—no action to be taken until the boat now under construction has been thoroughly tested. The first boat of this type is now being built at the yard of the Columbian Iron Works and Dry Dock Company, Baltimore, but will not be ready for her preliminary trials for several months. The problems involved in the sat sisting tuifiliment of the requirements and difficult, but the contractors have guaranteed their satisfactory solution, and if the contract is fulfilled, the navy will obtain a most powerful addition to its fighting strength.

The following shows the progress in the upbuilding of the navy during the present Administration:

ministration:

On June 30, 1893, there were 30 vessels in commission, with a tonnage of 62,820 tons.

On June 30, 1894, there were 35 vessels in commission, with a tonnage of 81,463 tons.

On June 30, 1895, there were 30 vessels in commission, with a tonnage of 19,684 tons.

On June 30, 1895, there were 40 vessels in commission, with a tonnage of 192,528 tons.

Adding the liroxlyn, 9,271 tons, and the Puritan, 6,090 tons, both to be in commission Dec. 7, the total tonnage in commission will be 137,839.

seathers and whether shows in the resident should be sho

will be the work of years, but it is believed that by intelligent cooperation between the officers of the department and the naval militia a thoroughly digested pian of mobilization and subsequent operations may be gradually perfected, which will be of inestimable value to the country. With this pian in view, the department has granted authority for officers of the naval minitia to attend the courses at the Naval War College and Torpedo School at Newport, R. I., and during the past aummer six naval militia officers have followed a portion of the course at the former and nineteen have taken the prescribed course at the latter school. In this way an acquaintance with the methods found best for the defence of localities and with the practical operation of torpedoes will be disseminated among their organizations."

Under the heading of ordnance the report

will be disseminated among their organizations."

Under the heading of ordnance the report
says:

"During the past four years 213 guns have
been manufactured of all calibres, as follows:
Seventy 4-inch, seventy-one 5-inch, six 6-inch,
forty-five 8-inch, one 10-inch, sight 12-inch,
twelve 13-inch, including the 20 sets of 4-inch,
35 sets of 5-inch, 50 sets of 6-inch, and 2 sets
of 8-inch including the 20 sets of 4-inch,
and 2 sets
of 8-inch including the 20 sets of 4-inch,
and 5 sets of 5-inch, 50 sets of 6-inch, and 2 sets
of 8-inch including the 20 sets of 4-inch,
and 2 sets
of 8-inch including the 20 sets of 4-inch,
and 5 sets of 5-inch, 50 sets of 6-inch, and 2 sets
of 8-inch including the 20 sets of 4-inch,
are for the auxiliary naval cruisers, for
which an appropriation was made at the la-t
session of Congress. In addition to the above,
100 three-inch field guns, for landing and boat
service, are in land and will be completed in
the hear future. March 1, 1852, 116 guns of all
calibres were mounted aboard ship. At present,
including some tempora sity landed pending repairs of vessois, there are 366.

"From the beginning of the work of reconstruction of the navy no radical change in the
system of gun con-truction has been made.
Other systems have been presented and carefully considered, but the gun built up of steel
forgings, assembled with a shrinkage by heat,
is still, in the opinion of the department, the
strongest, most enluring, and most powerful,
improvements in breech mechanism have from
time to time been made, and at present
the breech closures of our guns of heavy
radibre, 8-inch and above, are operated by
hand, which has greatly increased their rapidity of irre, besides overcoming the servous
disadvantages of distensing with the obturator,
of eliminating shoughing, by using fixed ammunition, and thus securing increase in rapidity of
fire, are too obvious to need discussion.

"The department is convinced of the advantages of irrus guns by electritity, and is en-

The department is convinced of the advan-tages of bring gubs by electricity, and is en-deavoring to perfect and introduce that method, taking care, however, that it shall make no mistake as it progresses in that direction. The new field gub is really a rapid-fire gub, and will require little or no adjustment of the aim at successive shots.

will carry large bursting charges through half a calibre of armor and explode after having gone through.

"The act appropriating for guns of the calibres of 6, 5, and 4 inch provided that the Necretary, in his discretion, might have the whole number of guns appropriated for, or a portion of them, built by contract. The department, looking upon this provision of the law as an indication that Congress thought it wise to establish another gun plant upon which the Government could call in case of an emergency, has awarded a contract for building twenty 4-inch guns and mounts for the auxiliary cruisers to the American Ordinance Company. This company has constructed all the R. F. guns of smaller calibres used in the naval service, and has, therefore, the necessary skill and experience to insure the proper performance of its contracts. The Bethlehen Iron Company has completed a large part of an order for 100 guns of the large canter for the army, and the bringing of the American Ordinance Company into the field of competition will insure, in addition to the Government plant, two establishments in the country capable of manufacturing high-powered guns.

"The supply of ammunition is at present limited to a complete outh for each vessel in commission, which is totally insufficient. The last Congress appropriated \$200,000 for spare projecties, but this would not be enough to replace those now on board ship, and in case of war it would certainly not be prudent to have on hand a less supply of ammunition of all athes than would be necessary to duplicate our present stock. It is very difficult to obtain promptly satisfactory nowder for the larger calibres of great guns, and the department, therefore, earnestly recommends that an appropriation be made for a supply of powder to be available in emergency.

"By a recent contract 1,000,000 rounds of the manufacturing of the nearest and a proporpiation be being

194 as at present.
It is announced that a training station on the It is announced that a training station on the Pacific coast, on the island of Yerba liuens, as provided by Congress, will soon be established, and, that in the mean time the Adams, now returning from Honotulu, will be fitted for the duty.

In conclusion the Secretary says:

"In sending in this my last annual report, I

In conclusion the Secretary says:

"In sending in this my last annual report, I cannot permit the occasion to pass without expressing my warm gratitude to Assistant Secretary McAdoo for the ability, fidelity, and promptness with which he has discharged the duties of his position. The havai militia, the Marine Corps, the repairs to ships, and other important matters have been, by general order, especially under his charge. Not only has he performed the duties pertaining to these branches of the service, but he has afforded me much valuable and and advice in other matters, and whenever the duty of managing the Navy Department devolved upon him he has discharged it in the most satisfactory manner. When the Secretary and Assistant Secretary have both been absent, Rear Admiral F. M. Ramsey, the efficient Chief of the Bureau of Navigation, acted as Secretary to the entire satisfaction of the department. I am also decely indebted to the chiefs of bureaus and to the Judge Alvocate-General of the navy for the invaluable services they have rendered to the department since my incumbency of this office. No head of a department could ask for abler or more faithful and willing cooperation than I have received at their hands.

"Hilanty A. Hernment,"

Deputy Sheriff Loub has taken possession of the store of Max Warns, grocer, at 880 Courtlandt avenue,on an attachment for \$882 in favor of B. Rosenbann, which was obtained on the ground that Warns had disposed of his property. George G. Tennant has been appointed receiver of the Magic Introduction Company of preme Court on the application of Treasurer and the assets \$6,400.

The Sheriff yesterday received an execution for \$1,003 against Edward II. Friedrich and Sprawer.
The Sheriff has received execution against G.

BILLIONS FOR PENSIONS.

STARTLING FIGURES FROM THE PENSION OFFICE REPORT.

The Roll Still Increasing S583,783 Paid to 3,781 Pensioners Who Reside in Foreign Countries—How the Money Is Distrib-uted Among the States and Territories. The pension roll is increasing, according to the report of the Secretary of the Interior. During the past fiscal year, ending on June 30, 1896, the sum of \$138,214,761 was paid to 970,678 pensioners. This number is greater by 4,666 than in 1893, when the expenditure aggregated \$161,774,282, and is greater than ever before. The increase in the number of pensioners is accounted for by the death of old soldiers and the continued payment of allowances to their wives; the decrease in the amount vald is explained by the death of invalid pensioners leaving no dependents, and of pensioners drawing the largest pensions. On June 30 there were 405,504 cases pending, of which 176,585 are original claimants, which promises a further increase of the roll during the coming year. The total amount paid in pensions and the cost of disbursing the same in the last thirty-one years is \$2,034,817,769, lacking only \$346,712,-525 of being equal to the high-water mark of the interest-hearing public debt, and is nearly two and one-half times the public debt as ex-

It may be interesting to know that 3,781 of our pensioners reside in foreign countries, and that the total amount paid to them last year was \$582,735.38. Canada heads the list with 1,889 pensioners, who received \$289,403, Great Britain comes next with 665 pensioners, to whom \$102,769 was paid. In Germany there were 601 pensioners, who drew \$92,878; and we have pensioners in nearly every country on the face of the globe and in the islands of the

Countries.	Number.	Amoun
Mexico		\$18,13
Switzerland	79	12,20
France	61	54.45
Sweden	41	6,71
Australia	32	4,9
Austria-Hungary	24	3,70
British Columbia		3.70
Italy		4.4
Norway	87	5,71
· Denmark	18	2,78
China	18	1,80
Hawatt		2,04
Japan		2,70
West Indies		1,50
There are also to	ro pensioners in Al	giers.

in Argentina, two in Bahama, five in Bermuda, three in Brazil, four in Central America, nine in Chill, two in Costa Rica, six in Cuba, three in Danish West Indies, three in Greece, three in Guatemala, three in Honduras, two in India, three in Liberia, two in Madeira, two in Matta, eight in the Netherlands, six in New Zealand, four in Peru, five in Portugal, three in Colombia, six in Rus-ia, two in South African Republic, six in Turkey, and one each in the Azores, British Guiana, Buigaria, Comora Islands, Dutch West Indies, East Indies, Ecuador, Egypt, Finland, Corea, Mauritius, Nicaraugua, Roumania, Tanitt, Uruguay, and Venezuela.

The figures showing the number of pensioners in each State and Territory and the amounts in Argentina, two in Bahama, five in Bermuda

The figures showing the number of pensioners in each State and Territory and the amounts paid them show that Ohlo heads the list, with 103,921 pensioners, to whom \$15,432,462 was paid. Penn-yivanta comes next, with 98,837 pensioners, who drew \$12,450,588. New York rollows, with \$87,000 pensioners, to whom \$12,400,209 was paid. Then comes Indiana, with 68,856 pensioners, who drew \$10,531,861, and Illinois, with 68,688 pensioners, who drew \$9,844,792. The figures for the other States and Territorles follow:

Number. Amount.

Number,	Amount.
Alabama 3,925	8475 HH2 60
A14848 28	2,097 08
Arizona 550	84.124 26
ATR D ATR 10,014	1,339,167 00
Cattioruta15.808	2,150,175 21
Colorado 6,247	898,257.53
Connecticut	1.377,000 65
Delaware 2,709	422,291 72
Dis rict of Columbia 8,246	1,388,471 30
Florida 3,145	820,5v3 v6
Georgia	488,727.70
Idane 1.070	148,425 84
Indian Territory 2,488	332,957,74
lowa	5.408,976 81
Kansas 42,483	6.371, 359 41
kentucky 25.457	4.147,193 61
Louisiana 4,481	652,759 44
Metne 20.717	3,092,780 58
Mary land 12,683	1,757,841 13
Massachusetts	5.480.014 91
Michigan	H, 937.745 26
Minnesota	2,301,078 81
Mississippi 3,796	507,22N 54
Missouti	7,2.2,180 07
Mon aua 1,213	160,379 81
Netiraska	2,409 507 W
Nevada 273	85,454 71
New mampehire	1,282,799 65
New Jersey 20,017	2,445,465 16
New Mexico 1,200	175,293 04
North around 8.954	519,809 28
North Dakota 1.677	237,330 34
CK ahoma 4,959	712,-91 25
Oregon 4.577	029.959 21
khod Island 4,402	493 178 N
South Carolina 2,869	208 218 46
South Dakota 4,702	614.815 41
Tenuessee	2,571,HU9 15
	1,000,045 24
	106,922 24
	1,521,651 84
Virginia 8,139 Washington 4,963	
Wastington 4.963 West Virginia 12,932	2,073,066 07
Wisconsin 27,775	4.048,706 70
Wisconstn	6.048,708 70

The Secretary of the Interior aptly remarks that the large expenditures for pensions is a striking evidence of the liberality of our Government and of its gratitude to those who defended it in time of peril; that while the policy of the department in the allowance of pensions has been broad and in consonance with the liberal spirit of the laws on the subject, the purpose has been to make the pension list a roll of honor, and that the general public sentiment, irrespective of political affiliations, regardless of the sympathies or participation of our-elves or our ancestors in the civil strife, is that the obligation of the Government is confined to those who fought for its maintenance and those dependent upon them." The Secretary of the Interior aptly remarks

THAT DAYLIGHT METEOR.

It Was Seen in This City as Well as in Danbury and Ridgewood.

The huge ball of fire which was seen to pass over Danbury, Conn., yesterday afternoon, and 5 which was observed shortly afterward from Ridgewood, N. J., was also seen from Central Park by Thomas Arthur Humaston, an educator, who is well known in astronomical circles, and by hundreds of persons who were crossing the Brooklyn Bridge just before 5 o'clock. At Danbury it seemed to come toward the earth at great speed, and streaming behind the earth at great speed, and streaming behind it was a bright red tail which was all of twenty feet long. When seen over Ridgewood the phenomenon resembled an electric plaze.

Mr. Humaston said that the meteor was plainly visible from Central Park, near West Seventy-first street, although it was hardly sunset and quite light at the time. He said that it became visible at an stitude of about fifty degrees, a little south of east, and descended almost vertically until it reached an altitude of about fifteen degrees, when it disappeared. The elliptical shape of its head was clearly discernible, and it had a diameter of apparently from ten to fifteen minutes. The phenomenon, according to Professor Jacobi of the astronomical department of Columbia College, was a meteor, and the only uncommon thing about it was that its brilliancy was so great that it was visible before sunset. Meteors, he said, were bodies of matter composed mostly of from, which float through space, and they are supposed by many to be parts of disintegrated comets. As far as has been observed they contain chemically no element that is not found in the earth. They move usually with great rapidity, and the friction of the air causes them to become white hot and luminous. Although no one has ever seen a meteor fail, fragments of them have often been found on the earth and analyzed.

Many persons believe that some of the ships that are tost at sea every year are destroyed by the fail of meteors. it was a bright red tail which was all of twenty ost at sea every year are destroyed by

ACCIDENT ON THE BRIDGE Two Wheels of One of the New Motor Cars Climb Over the Rails.

The new motor cars on the Brooklyn Bridge, 371 Broadway by Judge Lawrence of the Su- in one way or another, have been making a lot of trouble for the management since they were Joseph Rothschild. The liabilities are \$11,332 | put into use at the beginning of the week by getting into little difficulties which are vexatious in their effects.

The two leading wheels of the forward truck

of one of them got off the track on the New York end of the bridge yesterday morning and "For the 20-knot torped boats the department to repeat of general plans and called for bods under two classes, viz., on plans of the bidder and of the department, the bidder having the right to bid under either of both classes. After careful bid under either of both cla Ackerman-Laurance's

One of the Choicest

Dry Sparkling Wines of France.

per case qts.

Time Works Wonders.

Fifteen years ago if you were told that you could get an A1 sparkling wine at this low price you would have doubted

What Is the Cause?

First—The strict economy practised at the Cellars of Messrs. Ackerman-Laurance. Second—The production of grape juice is so great and labor so cheap in Saumur, a saving of nearly one-half is made in these two important items alone. Third—Competition from France and America has induced the shippers of "Dry-Royal" to take advantage of these conditions. vantage of these conditions.

Can It Be Good at This Price?

Yes. No purer wine can be made. Strictly, only the first squeezing of the grape is used, giving all the virtue of the grape, thus stamping it an Extra Ouglitz, wine. Quality wine.

How Can It Be Sold So Cheap?

Cost of production is reduced to a mini-mum—Our method of selling does away with the vast sums spent annually by the champagne houses in the so-called "pushing of wine." Profits of the Shippers and Agent are so reduced that at

The Consuming Public

have a chance to get a pure French Sparkling Wine at a price within their

W. A. TAYLOR & CO.,

89 Broadway, N. Y. | Commissioners.

TWIN LAUNCHING AT BATH.

GUNDOATS VICKSBURG AND NEW PORT LEAVE THE WAYS.

Vicksburg Christened by the Daughter of the Mayor of Vicksburg, and the New-port by a Besendant of Commissione Perry - Vessels Have Complete Ruits, BATH, Me., Dec. 5 .- The United States gunboats Vicksburg and Newport were launched at the Bath Iron Works to-day. Two thousand people witnessed the twin launching. There were fifty people from Newport, including the Mayor and Aldermen. Mayor Trowbridge of Vicksburg also attended. At 12:15 P. M. the workmen began wedging up, and at 12:20 the Vicksburg began to slide from the ways. Miss Addle Trowbridge of Vicksburg, daughter of the Mayor, broke the ribbon-covered cham-

pages bottle on the stern, saying:
"I christen thee Vicksburg, and may your history be as memorable as that of your namesake."

The Vicksburg slid slowly down the ways and gradually took the plunge. The workmen at once went to the Newport, and at 12:58 the cry. "There she goes!" arose. Miss Lafarge of Newport, great-granddaughter of Commodore Perry, broke the champagne bottle and chris-tened the boat Newport. The Newport delegathe cave three cheers for the gunboat and three for Miss Lafarge. The second boat made a swifter slide and more graceful plunge. The whiteles of the city blew in a deafening manner

during both launchings.

These gunboats are of what is known as composite construction, the entire frame of steel being planked below the water. The planking Is covered with copper, the advantage of this over the steel being that the vessel will not need docking for years, and may make uninterrupted cruises of seven or eight years. Each boat has three full decks running the entire length of the vessel.

The length over all is 200 feet, and 168 feet between perpendiculars. The beam between mouldings is 35 feet 5 inches, and extreme beam 35 feet. The mean draught is 12 feet, and the displacement 1,000 tons. As compared with the Machias and Castine, these new boats are 22 feet shorter, 4 feet wider, and of the same displacement. The rig is that of a barkentine, and the area of the nine principal salis will be 11,500 feet.

The armanent consists of six 4-inch rapid over the steel being that the vessel will not need

same displacement. The right that of a barkentine, and the area of the nine principal sails
will be 11,500 feet.

The armament consists of six 4-inch rapid
fire breech loading rifles, four 6-jound rapid
fire guns, and two one-pounders. One 4-inch
gun will be mounted on the spar deck forward
and one aft, with two on each side of the gun
deck amid-ships. The six-pounders are mounted
one on each side forward, one on each side
amid-ships, and one 1-pounder on each side aft.
There will be no gun sponsons.

The engine is of the vertical triple expansion
type, with cylinders 16 inches, 22 inches, and
36 inches in diameter, respectively, and with a
24-inch stroke. Its horse power is 800, one-half
that of the Machias. The contract speed is
twelve knots, with no premium for excess, but
with penalty for failing short, but they will be
accepted if they make eleven knots.

The coal capacity is 300 tons, giving a radius
of 11,000 knots. But as the boats are designed
to crui-e under sail ordinarily they will not have
to recoal inside of a year. The total cost will be
\$460,000. The contract for these boats was
awarded to the Bath iron Works Nov. 2, 1895.
The keels were laid last March. The boats will
be ready for sea early next year. Each will carry
nine officers, ten marines, and 125 blue lackets.
Their rig will be very heavy and the boats will
be very heavy under sail. In appearance they
are much like steam yachts of approved model.

FIFTH AVENUE FLOOD DAMAGES. Who Pays Them !-Gen, Butterfield's Heavy

The question that is interesting certain persons living in Fifth avenue between Fortyninth and Fiftieth streets is who is to pay for the damage to their houses and household effects caused by the breaking of the water

30-inch main on the east side of the avenue. It is probable that Gen. Davie! Butterfield is the heaviest loser by the flood. He told a friend yesterday that his loss would be about \$5,000. In addition to the ordinary damage done to the basement of his house at 616 Firth avenue, and the damage done to his sicam heating apparatus, there was stored in the cellar a quantity of line summer wearing apparel, which was ruined. The Democratic Cib was not able to give a definite estimate of its damage yesterday, because it was impossible to make an examination of the cellar. There was at one time about eight test of water there. The hot air heater was swamped. The only, heat in the cinb yesterday was furnished by grate fires. If the club's submerged stock of liquors is damaged, the loss will be heavy.

stock of liquors, is usually heavy.

Contractor Baird told the manager of the Contractor Baird told the would step all Contractor Baird tool too manager of the Buckingham yesterday that he would stop all work ion his contract next Saturday and not resume it until next spring. The dytch will be filled up and the Relgian blocks relaid to make the street passable.

THE LATE WM. B. NYE OF COLUMBIA. A College Official Who Was Well Knows to All the Studente.

William B. Nye, who died last week, was well known to Columbia College graduates and for the last fifteen years he had come more directly into personal contact with the students of what was known as the School of Arts, or the undergraduate academic department, than any other man in the college. Students might attend the lectures of one professor or another during one of the four years of their course, but they were certain to be brought into close contact with Mr. Nye many times during the whole of their colegiate career. He was the registrar of the college, and in this capacity he was interviewed often by students anxious as to the result of their examination.

It was Mr. Nye who stood between the students and the President before the later changes

It was Mr. Nye who stood between the students and the President before the later changes in the college's plans, and any petition to the faculty went into his hands. He was the first to learn of the students' troubles and it was his duty to notify them of what their ultimate fate might be. The applicants for admission when they first came up for the preliminary examination made the acquaintaince of Mr. Nye and from him received notifications of the result of their efforts. In those days Mr. Nye was a pretty constant associate with Columbia men in their progress through the four years of the academic course, and nearly all of the steps by which they advanced from the stage of nervous applicants for admis ion to the dignity of seniors were connected in one way or another with Mr. Nye. He was a tacturn man, and it was not to be expected that such work as his would be likely to make a man cheerful. He was chiefly called upon to answer questions and usually questions put by either disappointed, nervous, or rebellious young men. So his answers came after a while to be as brief as possible, and he was as sparing in words as he was in the expression of emotions. His manner grew somewhat more cordial as he came to know the students better, but even in those cases he unbent little, and he was reserved in manner and no more communicative than necessary at any time. The greater mart of his dealings happened to be with men who same kind from the faculty, and he never appeared inclined to grow more intimate with any of this class of the students. When he did unhead it was toward those whose dealings with him were of a different nature.

Fourth District Court to Move. The city authorities have declined to renew

the lease of the room which is occupied by the Fourth District Court on the second floor of the Fourth District Court on the second floor of the Florence building, on the northeast corner of First street and Second avenue, because of its infitness for court purposes, and as a consequence skyll Justice George F. Rosch may be calci upon any last to sign a warrant to dispusses himself from the premise. He has been authorized by Comptroller Fitch to look around his judicial district for inter accommon attons, and as soon as he has made a selection a report will be made to the Sinking Fund to mullisioners. Casperfeld & Co., Successors to

CASPERFELD & CLEVELAND,

west sale of street, near Grand st. elevated station (same block as Howery Savings Bank).

GREAT ASSIGNEE SALE CASPERFELD & CO.

Our Gigantie Stock of Diamonds, Watches and Jewelry will be sold during this month for less than onehalt of its cost price, as we need the ready money to carry out the terms of our settlement. Such a sale has never been known before and may not occur again in a lifetime. Call and be convinced.

OPEN EVENINGS TILL 10. SATURDAYS TILL 11.

FAIRCHILD'S INSPECTIONS.

Assistant Inspector Pitchford Continues
His Story of Neglect.

The investigation of the local steam vessel inspection service before the court of inquiry in the Federal building was continued yesterday. Assistant Inspector Andrew H. Pitch-ford was recalled to the witness stand. He sald he made an examination of the steam ves-sel Mary Ann last April with Capt. Fairchild, The Captain reached the stramer first, and told witness that he had made the inspection, and that as soon as he had observed the hydrostatic pressure on the boiler he would go. Pitchford said he found, however, that the side of the coal bunker was up against the side of the boiler, contrary to law. He asked Capt, Fairchild if he had seen this, and the Captain replied that he had not, and sent the Captain of the boat below to verify Pitchford's statement. Later Fairchild said the coal bunker must be removed four or five

inches from the boiler.

Arthur L. Robinson, now Police Commis sioner Andrews's private secretary, but formerly a clerk in the steamboat inspector's office, tevithed to having frequently heard If. S. Brantingham ask Caut. Fairchild to send Assistant Inspector McChusland to inspect West. Shore ferryboats. The boats McCausland was in to inspect were usually very old ones. Robinson added:

"Whenever a tugboat had a collision with a boat belonging to one of the powerful and larger ferry companies, the tugboat owners usually got it in the neck in investigations by the steam vessels inspector's office."

Mr. Pitchford, recalled, told of an inspection of the Virginia Jackson last June with Capt. Fairchild, who did not observe the hydrostatic pressure test, as required by law. The same neglect on the part of Capt. Fairchild occurred at the examination of the steam vessel Gem, witness said. Capt. Fairchild report that he had been present at the hydrostatic test in the Virginia Jackson was put in evidence. sioner Andrews's private secretary, but for-

the damage to their houses and household effects caused by the breaking of the water main in the blook on Friday afternoon.

It was Contractor Matthew Baird's men who set off the blast that caused the break. W. G. Bull, engineer for the Department of Public Works, who has general supervision of the laying of the sewer along the avenue, said:

"I am not very familiar with the terms of Mr. Baird's contract, but it is my impression that there is a clause in the contract which provides that he shall be responsible for any damage done. This, however, is only an impression, and may not be correct."

Mr. Baird's foreman, Andrew Harrington, said: "The reports printed about the damage to property caused by this break have been greatly exargerated. I haven't been able to find out that the total damage will amount to more than \$10 or \$40. If Mr. Baird is held to be responsible for the damage, he is abundantly able to make it good. Nolbody need worry on that score. As a matter of fact, there was no one to blame. No unusual charge of dynamite was u cd. and, in fact, the blast caused, perhars, as little disturbance of logging and planking as any blast we have laad. We cannot tell until we get to the pipe just what caused the flow of water, it was caused, however, in one of two ways: either the lar from the explosions shook two lengths apart at their jointure or cracked the pipe.

It has been practically sentled that the pipe from which the flood of water came is the 30-inch main on the east side of the avenue.

It is probable that fen. Daniel Butterfield is the leavest loser by the flood. He told a friend yesterday that his loss would be amont \$5.000. In addition to the originary damages \$5.000. In addition to the paritiary damage \$5.000. In addition to the paritiary damage.

Member of It Can Write. After a year of existence the Writers' Club of Brooklyn has established itself as one of the institutions of that city, and is now celebrating its prosperity by a series of teas and other functions. The club met yesterday at the studio of Mr. George W. Bardwell to drink tea. About thirty-five members out of the fifty who compose the club were present, and enjoyed the hospitality of Mr. Bardwell and of Mrs. W. A. Bardwell, who poured tea.

It must not be supposed that afternoon teas

It must not be supposed that afternoon teams are the only literary exercises of the club. It meets Thousdays, listens to the reading of pieces by the members, and in other ways promotes the object of its existence, which, to quote from one of the members, is "mutual assistance in writing and the general advancement of literature."

By this it will be observed that the name of the organization, "Writers Club," should not be taken in a chirographic sense, though there is no member of the club who cannot write, Membership is limited to those who have written pieces for publication, or of such merit as to afford pleasure to the leasers when read. While it could not be said, perhaps, that all of the members have had their writings published, it is positively alleged that many of them—even a majority—have achieved print, There are several poets and poeteses in the number.

"We don't take in exercised," said one of

number.
"We don't take in everybody," said one of the leading members yesterday. "A man has got to write something with some sense to it to get in."
Among those present yesterday were Mrs. Among those present yesterday were Mrs. Sarah Venners Court, Miss Gittings, Mr. Ceell Burleigh, Mr. Delmar French, Mrs. E. A. Wilsson, Mr. H. L. Humphreys, Miss M. R. Diefendorf, Mrs. J. H. Whittaker, and Mr. Frank Lee Farwell.

The U. S. S. Maine Entertains.

The United States battle ship Maine, now off Tompkinsville, was the scene of a tea and reception, given by Capt. Crowninshield to Mr. and Mrs. Alexis du Pont on Thursday. The ship was housed in and handsomely decorated, and Admiral Bunce sent the Navy Yard band over to provide music for the secasion. Among those present were Admiral and Mrs. Erben, Mr. and Mrs. William Hamilton and the Misses Hamilton, Mr. and Mrs. John Van Renssalaer, Capt, and Mrs. Higginson, and Capt, Sands.

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